

APPENDIX E

DEPARTMENT OF _____(1)
ACTUAL/PROPOSED HOURLY REIMBURSEMENT RATES FOR DOD-OWNED
AIRCRAFT (FIXED WING)

Type of Aircraft (2) _____

	<u>FY 19PY</u> (3)	<u>FY 19CY</u> (3)	<u>FY 19BY</u> (3)
<u>Hourly Costs</u>			
Fuel (4)	_____	_____	_____
DLR (5)	_____	_____	_____
Depot Maintenance (6)	_____	_____	_____
Other (7)	_____	_____	_____
Crew Salary (8)	_____	_____	_____
Asset Utilization (9)	_____	_____	_____
<u>Reimbursable Rates</u>			
DoD Rate (10)	_____	_____	_____
Other Federal Agency Rate (11)	_____	_____	_____
FMS Rate (12)	_____	_____	_____
Public Rate (13)	_____	_____	_____

NARRATIVE JUSTIFICATION (14)

APPENDIX E
INSTRUCTIONS

- (1) Insert Army, Navy or Air Force, as applicable.
- (2) Separately list and provide data for each type/model/series of aircraft (fixed wing) in the DoD Component's inventory which is subject to reimbursement.
- (3) Insert the applicable fiscal (budget) year.
- (4) Fuel costs will be equal to the corresponding amounts shown in the related OP-20 Exhibit series (OP-20D for Army, OP-20 for Navy, and OP-20E for Air Force) for the applicable type/model/series. (If for any reason, the OP-20 Exhibit series does not include an applicable type/model/series of aircraft, fuel costs will be computed using the same methodology as that used for aircraft included in the OP-20 Exhibit series, i.e., by dividing the total cost of fuel for the fiscal year for each type of aircraft by the total number of flying hours for that same aircraft.)
- (5) Depot-level reparable (DLR) costs will be equal to the corresponding amounts shown in the related OP-20 Exhibit series (OP-20D for Army, OP-20 for Navy, and OP-20E for Air Force) for the applicable type/model/series. (If for any reason, the OP-20 Exhibit series does not include an applicable type/model/series of aircraft, DLR costs will be computed using the same methodology as that used for aircraft included in the OP-20 Exhibit series, i.e., by dividing the total DLR costs for the applicable fiscal year by the total number of flying hours for that same aircraft.)
- (6) Include an hourly rate for depot maintenance cost for airframes, engines, and components for the applicable type/model/series. This cost will be an average cost for that type/model/series, and be computed by dividing the total amount of depot maintenance budgeted for the applicable type/model/series by the number of flying hours budgeted for that type/model/series.
- (7) Other costs will equal corresponding "other" amounts shown in the related OP-20 Exhibit series (OP-20D for Army, OP-20 for Navy, and OP-20E for Air Force--for Air Force, this is equal to the General Support/Systems Support [GS+SS] column in Exhibit OP-20E). (If for any reason, the OP-20 Exhibit series does not include an applicable type/model/series of aircraft, other costs will be computed using the same methodology as that used for aircraft included in the OP-20 Exhibit series, i.e., by adding all operating costs ((other than those costs included in columns 4 - 6 and 8 - 9)) and dividing the total of such other costs for the applicable fiscal year by the total number of flying hours.)
- (8) Crew salary amounts will be computed based on the number and grade of military personnel operating the aircraft. Crew salary costs will be computed by:

- (a) Multiplying the standard number of crew members in each applicable military grade times the annual Military Standard Composite Rate for that grade (see Appendix 6-I of this chapter).
- (b) Dividing the result of (a) by 2080 (hours) to convert the annual rate to an hourly rate, by grade.
- (c) Multiplying the results of (b) by a factor of 120 percent for officers and 132 percent for enlisted personnel. (This calculation increases the hourly rate for fringe benefits for officers and enlisted personnel, respectively. These factors are composed of 14 percent for leave and holiday for both officers and enlisted, plus 6 percent for officers, and 18 percent for enlisted personnel, for other fringe benefits.)
- (d) Adding the amounts arrived at in (c) for each grade, to arrive at a total hourly rate for the entire crew.

Note: The computation of crew salary amounts should be supported by a separate table attached to this exhibit.

- (9) The asset utilization amount will be computed by applying an asset utilization factor of 4 percent times the sum of columns (4)--Fuel, (5)--DLRs, (6)--Depot Maintenance, (7)--Other and (8)--Crew Salary for each specific aircraft.
- (10) The DoD rate will be calculated by adding the sum of columns (4)--Fuel, (5)--DLRs, (6)--Depot Maintenance, and (7)--Other. This rate is to be used for interdepartmental (e.g., Navy to Air Force, etc.) billing purposes.
- (11) The Other Federal Agency Rate will be calculated by adding the sum of columns (4)--Fuel, (5)--DLRs, (6) Depot Maintenance, (7)--Other, and (8)--Crew Salary.
- ★(12) The FMS rate will be calculated by adding the sum of columns (4)--Fuel, (5)--DLRs, (6) Depot Maintenance, (7)--Other, (8)--Crew Salary, and an unfunded civilian retirement cost (The civilian fringe benefit rate--to be used in this calculation--will be obtained annually from the Directorate for Financial Commerce, OUSD(C), ODCFO, 3E831, the Pentagon, Washington, DC 20301-1100) for any civilian personnel costs included in (4), (5), (6), (7) or (8).
- ★(13) The Public Rate will be calculated by adding the sum of columns (4)--Fuel, (5)--DLRs, (6) Depot Maintenance, (7)--Other, (8)--Crew Salary, (9)--Asset Utilization and an unfunded civilian retirement cost (The civilian fringe benefit rate--to be used in this calculation--will be obtained annually from the Directorate for Financial Commerce, OUSD(C), ODCFO, 3E831, the Pentagon, Washington, DC 20301-1100) for any civilian personnel costs included in (4), (5), (6), (7) or (8).

- (14) A brief narrative will be provided to explain significant changes between fiscal years.